Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only

EEA#: ____________________

MEPA Analyst: ______________

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: MBTA South-Side Maintenance and Layover Facility		
Street Address: 41 Wolcott Court		
Municipality: Boston	Watershed: Neponset River/Boston Harbor	
Universal Transverse Mercator Coordinates: Zone 19T Easting 323969.66 m E Northing 4678470.77 m N	Latitude: 42.238590 Longitude: -71.133458	
Estimated commencement date: 2023	Estimated completion date: 2028	
Project Type: Railroad Maintenance Facility Improvements	Status of project design: 15% design complete, except Grant Property is at Conceptual Level	
Proponent: Massachusetts Bay Transit Authority (MBTA)		
Street Address: 10 Park Plaza		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person: Tess Paganelli		
Firm/Agency: MBTA	Street Address: 10 Park Plaza	
Municipality: Boston	State: MA	Zip Code: 02116
Phone: 617-549-4357	Fax:	E-mail:tpaganelli@mbta.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
☒Yes ☐No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:

a Single EIR? (see 301 CMR 11.06(8))	☒Yes ☐No
a Rollover EIR? (see 301 CMR 11.06(13))	☐Yes ☒No
a Special Review Procedure? (see 301CMR 11.09)	☐Yes ☒No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	☐Yes ☒No
a Phase I Waiver? (see 301 CMR 11.11)	☐Yes ☒No

(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

- *301 CMR 11.03 (1)(b)(1) Direct alteration of 25 or more acres of land*
- *301 CMR 11.03 (3)(b)1.d., the alteration of 5,000 sf or more of isolated vegetated wetlands*
- *301 CMR 11.03 (11)(b) Project occurs within the boundaries of an Areas of Critical Environmental Concern (ACEC)*

Which State Agency Permits will the project require?

- *401 Water Quality Certification (401 WQC),*
- *DEP Air Permit - limited plan application (LPA) under 310 CMR 7.02(4),*
- *DCR Construction Access Permit*
- *MWRA Toxic Reduction and Control (TRAC) Permit*
- *MWRA Construction Site Dewatering Permit*

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres:

The MBTA is funding the initial phases of project design and permitting. Federal funding is also being sought.

Summary of Project Size & Environmental Impacts	**Existing**	**Change**	**Total**
LAND			
Total site acreage	35.67 ac		
New acres of land altered		2.95 ac	
Acres of impervious area	14.33 ac	+2.3 ac	16.63 ac
Square feet of new bordering vegetated wetlands alteration		0 sf	
Square feet of new other wetland alteration		28,142 sf (IVWs) 2,000 (Temp RFA)	
Acres of new non-water dependent use of tidelands or waterways		0 ac	
STRUCTURES			
Gross square footage	33,960 sf	+7,824 sf (temporary) +178,845 sf (permanent) -33,960 sf (removed)	178,845sf
Number of housing units	N/A	N/A	N/A
Maximum height (feet)	25 ft	31 ft	56 ft
TRANSPORTATION			
Vehicle trips per day	200	+1,000	1,200
Parking spaces	75	+28 (temporary) 127 (permanent)	202
WASTEWATER			
Water Use (Gallons per day)	660 GPD	+3,740 GPD	4,400 GPD
Water withdrawal (GPD)	N/A	N/A	N/A
Wastewater generation/treatment (GPD)	660 GPD	+3,740 GPD	4,400 GPD
Length of water mains (miles)	0.35 mi	+0.24 mi	0.59 mi
Length of sewer mains (miles)	0.20 mi	-0.11 mi	0.09 mi

Has this project been filed with MEPA before?
☐ Yes (EEA #__________) ☒No

Has any project on this site been filed with MEPA before?
☐ Yes (EEA #__________) ☒No

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION:

Describe the existing conditions and land uses on the project site:

Yard 1 covers an area of approximately 16.56-acres of land, whereas Yard 2 which is directly adjacent to it encompasses an approximate 17.5-acres of land. Yard 1 predominantly consists of bare lands with 14-yard tracks owned by the MBTA and used by CSX. A cluster of bare land, impervious surface, developed open spaces, and patches of deciduous trees were identified in Yard 2. Approximately two thirds of both Yard 1 and 2 is bare land, most of which is owned by the MBTA. Another major portion of land is comprised of impervious surface surrounding the area on three sides- east, west, and south in Yard 2.

Patches of developed open space including the trails and recreational parks occur around in various locations the project area. Residential and commercial areas also immediately abut both Yard 1 and Yard 2. Yard 2 is currently in-use as the largest Layover yard used by the MBTA in support of its South-Side Commuter rail service and provides both mid-day and overnight layover of revenue service trainsets. This 13-track layover yard can store 10-13 trainsets with accommodations for transportation crew and maintenance staff. For more detail, see Attachment A.

Describe the proposed project and its programmatic and physical elements:

NOTE: The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these requirements into the future.

The South-Side Maintenance and Layover Facility (SSMF) will provide additional capacity to support future service growth and coach and locomotive maintenance needs on the South-Side. The major features of the facility include: coach repair shop, locomotive repair shop, support shops, truck shop, heavy repair, turn tables, drop tables, locomotive wash bay, locomotive fueling and sanding, office space, material storeroom, parking, and security booth, etc. Various realignments and adjustments will also be made to the tracks within Yard 1 and Yard 2. For more information on the proposed project please refer to the project narrative (Attachment A).

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

As part of the planning process for this Project, the feasibility of a range of alternatives was assessed to determine which alternative best met the identified purpose and need for the project while balancing feasibility, cost and environmental considerations A two-tier alternatives analysis was undertaken for the project. The first tier involved looking at the general location either MBTA owned land or acquirable land, had a direct rail connection, was of suitable acreage, and efficiently met the project purpose and need. For tier 1, the MBTA identified eight (8) potential locations. In addition, the No-Build Alternative was evaluated in the first tier.

The following alternatives were identified:

- *Alternative #1 – No-Build Alternative*
- *Alternative #2 – Widett Circle*
- *Alternative #3 – Boston Globe*
- *Alternative #4 – Beacon Park*
- *Alternative #5 – Readville Yard 5*
- *Alternative #6 – Fore River Shipyard*
- *Alternative #7- GMC Parts Warehouse*
- *Alternative #8 – Readville Yard 2 – **Preferred Alternative***

Please refer to the project narrative for an evaluation of each alternative, however in summation, no alternative meets the Project's purpose and need nor provides the logistical and economic benefits that the proposed project location offers due to the location in relation to the MBTA line, existing site usage, and *proximity to the region of Boston which has the greatest need for coach and locomotive maintenance.*

Summarize the mitigation measures proposed to offset the impacts of the preferred alternative:

Land use within the Site will remain in an industrial state, with paved areas, buildings, railroad tracks and minor amounts of bare open land. No direct impacts to the wetland and riparian buffer of the Neponset River are proposed as a direct result of constructing the SSMF but may be affected in a positive manner depending on the outcome of contamination remediation efforts associated with the historic activities that have occurred on the Grant Property.

Implementation of mitigation measures and Best Management Practices (BMPs) will avoid and minimize potential temporary impacts associated with Project construction. Policies for access and construction to ensure that trained personnel work in a manner that minimizes potential impacts to the environment, adheres to permit conditions, and meets industry standards will be implemented. Throughout the design and permitting process, the applicant will identify work procedures and indicate on Project drawings erosion and sediment control barriers, the dewatering locations, and restoration procedures following construction. Material stockpiling, where required, will only be implemented within the identified project area and will in occur with industry standard BMPs. For more information of proposed mitigation for the proposed activities please refer to section 6 in the Attachment A - Project Narrative.

If the project is proposed to be constructed in phases, please describe each phase:

Construction of the SSMF is anticipated to begin in 2023 and continue into 2027. Specific construction details are still being finalized but will broadly proceed as follows. Additional detail is provided in the narrative (Attachment A, Section 3.2):

- *Acquisition of the Grant Property, and implementation of any necessary remediation measures for dealing with contaminated soils (may include a cap over contaminated soils and an Activity and Use Limitation).*
- *Installation of appropriate sediment and erosion controls, and site signage, prior to construction.*
- *Establishment of temporary staging areas for equipment and materials.*
- *Preparation of Upper Yard 2 and Yard 1 for use as a temporary layover facility during construction of the SSMF.*
- *Construction of five (5) temporary modular buildings for mechanical staff & administration, as well as a fire pump unit. The existing AC repair fall protection unit will be relocated, to maintain the existing light repair shop operations.*
- *Relocating existing site utilities, demolition of the existing layover tracks and regrade/fill the site to facilitate the SSMF building 1st floor at elevation +54 feet.*
- *Construct SSMF on Yard 2. The building will be 2 stories above grade (~56-ft high), with approximate ground floor areas and aggregate areas of ~177,000 gsf and ~221,130 gsf, respectively.*
- *Construct a new permanent layover on the Grant Property.*

Demolish the temporary layover facility on Yard 1, including the mechanical building and air compressor and restore Yard 1 tracks to previous alignment. The crew building is planned for demolition but may be re-purposed for additional uses.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?
☒Yes (Specify: *The Fowl Meadow and Ponkapoag Bog*)
☐No

If yes, does the ACEC have an approved Resource Management Plan? ___ Yes _X__ No;
If yes, describe how the project complies with this plan.

RARE SPECIES:

Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species? (see http://www.mass.gov/dfwele/dfw/nhesp/regulatory_review/priority_habitat/priority_habitat_home.htm)
☐Yes (Specify__________________________________) ☒No

HISTORICAL /ARCHAEOLOGICAL RESOURCES:
Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?
☒Yes (Specify________) ☐No

Name	*MHC/NRHP Number*	*NRHP Status*
Readville Industrial Area	*BOS.RQ*	*Not Eligible*
Neponset Valley Parkway	*BOS.YA/04001573*	*Listed*
Camp Miegs	*BOS.9396*	*No NRHP Evaluation*

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources? ☐Yes (Specify________) ☒No

WATER RESOURCES:
Is there an Outstanding Resource Water (ORW) on or within a half-mile radius of the project site? ___Yes _X_No;
if yes, identify the ORW and its location. ____

(NOTE: Outstanding Resource Waters include Class A public water supplies, their tributaries, and bordering wetlands; active and inactive reservoirs approved by MassDEP; certain waters within Areas of Critical Environmental Concern, and certified vernal pools. Outstanding resource waters are listed in the Surface Water Quality Standards, 314 CMR 4.00.)

Are there any impaired water bodies on or within a half-mile radius of the project site? _X_Yes ___No; if yes, identify the water body and pollutant(s) causing the impairment:

The Neponset River located adjacent to Yard 2 and the Grant Property and Mother Brook located roughly 0.4 miles to the northwest of Yard 1 and Yard 2 are Category 5 (Waters requiring a TMDL) waterbodies included in the Massachusetts Integrated List of Waters for the Clean Water Act 303(d) List for the 2018/2020 Reporting Cycle.

Mother Brook is a tributary to the Neponset River, which has a confluence roughly 0.5 miles to the northeast of the Site. More information is in the narrative (Attachment A Section 4.1).

Is the project within a medium or high stress basin, as established by the Massachusetts Water Resources Commission? _X__Yes ___No

A portion of Boston Harbor watershed was found to be a medium/low stress basin, although the only data that was obtained for this watershed was concentrated along the western edge and southeastern edges of the Boston Harbor watershed. Data taken in the southeastern portion of the Boston Harbor concluded that that portion of the watershed was a low stress basin, while the western-most portion of the watershed was found to be a medium stress basin.

It should be noted that the data gathered for the Boston Harbor watershed did not overlap with the Site and was collected over 20 years ago, so it is unclear if conditions in the basin have changed. As stated previously, no work is proposed within the Neponset River and therefore no change to stream flow, habitat quality, or water quality is anticipated as a result of the proposed work.

STORMWATER MANAGEMENT:

Generally describe the project's stormwater impacts and measures that the project will take to comply with the standards found in MassDEP's Stormwater Management Regulations:

Yard 1
The Yard 1 improvements will include tracks with pervious ballast, gravel access roads and parking, modular buildings for the crew and maintenance, paved aisles adjacent to the layover tracks, and related improvements. The net impact will be an increase in impervious cover with the associated increase in site runoff volume and peak rates.

The objective will be to meet the 10 Stormwater Standards. For more information, please refer to Attachment

A – Project Narrative.

Yard 2
The Yard 2 improvements will include the new SSMF building, tracks with pervious ballast, paved parking and access roads and ancillary building. The net impact will be an increase in impervious cover with the associated increase in site runoff volume and peak rates. For more information, please refer to Attachment A – Project Narrative.

Grant Property
The Grant Property improvements will include new layover tracks with pervious ballast, paved parking and access roads and ancillary structures. The net impact will be an increase in impervious cover with the associated increase in site runoff volume and peak rates.

During construction, stormwater runoff at each yard will be controlled by the construction contractor using erosion prevention and sedimentation control per the approved Stormwater Pollution Prevention Plan (SWPPP).

The MBTA will be required to operate and maintain the stormwater systems at each yard in accordance with the Operations and Maintenance Plans developed as part of the Stormwater Management Plans for each facility.

BMPs will be employed to minimize erosion and other potential impacts during construction as further described in the project narrative. As a redevelopment project, the proposed design meets the stormwater standard to the maximum extent practicable. For more information, please refer to Attachment A – Project Narrative.

MASSACHUSETTS CONTINGENCY PLAN:
Has the project site been, or is it currently being, regulated under M.G.L.c.21E or the Massachusetts Contingency Plan? Yes _X__ No ___ ; if yes, please describe the current status of the site (including Release Tracking Number (RTN), cleanup phase, and Response Action Outcome classification):_________________

See Attachment A, Project Narrative, Section 4.4.1

Is there an Activity and Use Limitation (AUL) on any portion of the project site? Yes _ __ No _X_; if yes, describe which portion of the site and how the project will be consistent with the AUL: _____________.

Are you aware of any Reportable Conditions at the property that have not yet been assigned an RTN? Yes ___ No X__ ; if yes, please describe:___________________________________

SOLID AND HAZARDOUS WASTE:

If the project will generate solid waste during demolition or construction, describe alternatives considered for re-use, recycling, and disposal of, e.g., asphalt, brick, concrete, gypsum, metal, wood:

(NOTE: Asphalt pavement, brick, concrete and metal are banned from disposal at Massachusetts landfills and waste combustion facilities and wood is banned from disposal at Massachusetts landfills. See 310 CMR 19.017 for the complete list of banned materials.)

The project will generate metal, asphalt, stone ballast, and concrete waste. The temporary buildings are modular and will be removed from the site and stored in another MBTA site, location to be determined. Steel will be sent to recycling with some tracks steel may be reused or stored in another MBTA facility, concrete will be crushed and reused as fill material as well as asphalt which will be crushed and reused for pavement on-site. Construction waste will be sorted by the Contractor and be sent to recycling facilities.

Will your project disturb asbestos containing materials? Yes _X_ No _ _ ; if yes, please consult state asbestos requirements at http://mass.gov/MassDEP/air/asbhom01.htm

The Project may disturb existing soils containing asbestos during utility trenching or foundation excavation. Should any material suspected of containing asbestos be encountered prior to or during the construction phase, a Licensed Site Professional (LSP) will conduct the appropriate assessment to ensure that all